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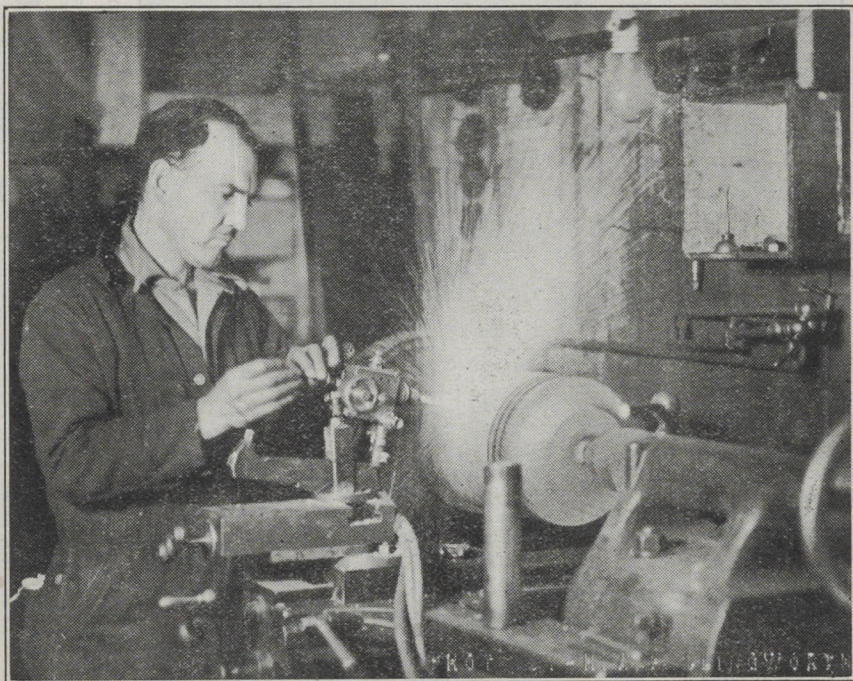
A Monthly Devoted to Northern Development

Vol. 4, No. 4.

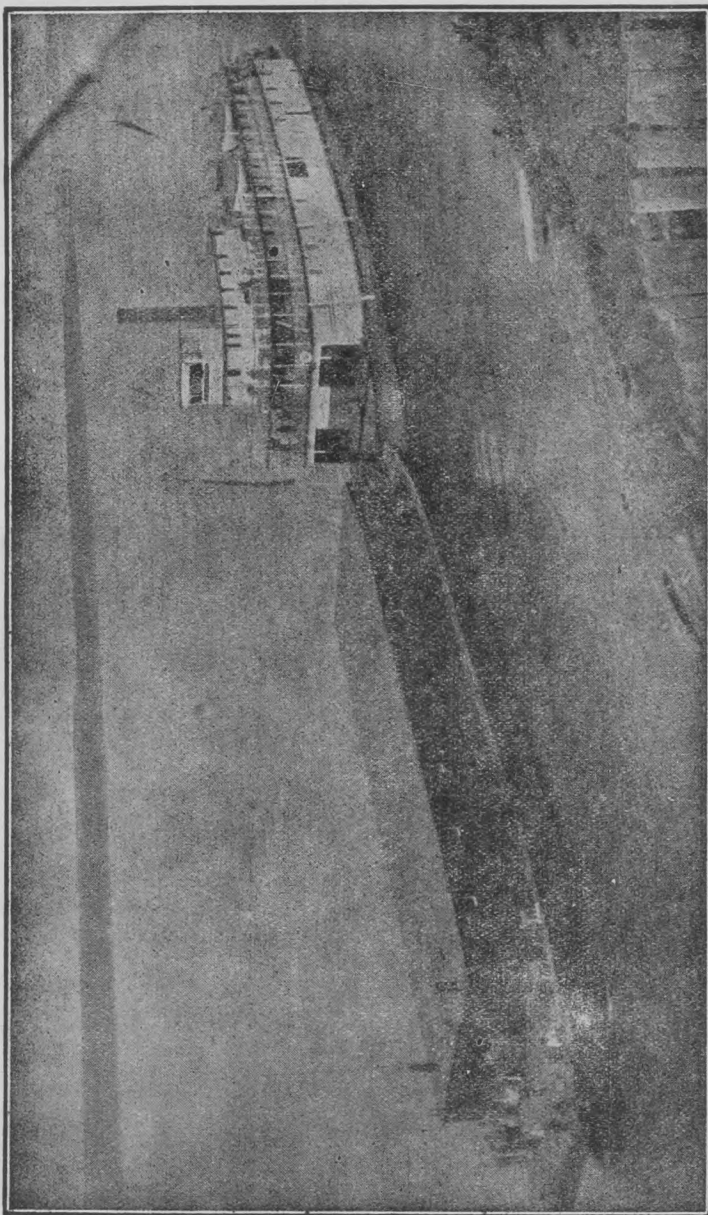
Edmonton, June, 1936

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INCORPORATED 2ND MAY 1870.

THE NOR' WEST MINER**Editor: F. S. Wright.**

The Nor' West Miner is a monthly publication, with which is incorporated the Bear Lake Miner. It is devoted to news of the North, including Northern British Columbia.

It welcomes correspondence from all interested.

Advertising rates on application.
Subscription, \$1.50 per annum post free.
N.W.T., \$2.00 per annum post free.

Address: NOR' WEST MINER,
6 Richardson Block, Edmonton, Alberta.

Phone 24523**EDITORIAL**

In view of the fact that the Social Credit Government of Alberta, led by a visionary school teacher, has seen fit to repudiate the debt of the Province by refusing to meet obligations when due, it is necessary to draw the attention of mining men interested in the development of mines north of Edmonton, that the Province has no control in the North West Territories, where these deposits occur.

* * *

The field at Athabasca, is also outside the control of the Alberta Government, these operations being in the Province of Saskatchewan.

* * *

The Athabasca Tar Sand field lies within the Province and this fact must of course be a matter of concern to all who may be offered stock in companies being formed for development of these sands. Also in connection with salt development.

* * *

This is only to be expected seeing that Alberta is at present controlled by a Government which seems to believe that anyone offering to bring capital into Alberta is a fit mark to come under its altruistic form of legislation which is making the name of Alberta a by-word in the financial markets of the world.

* * *

Fortunately, the people of Alberta are fast coming to the realization that when

they elected a Social Credit Government they were worse than mislead and there is no question that in the near future this Government will, by popular vote be relegated to where it belongs.

* * *

It attained office on a series of misrepresentations. It continues to desperately hang on to office, although its efforts instead of attracting capital has driven the same out. Instead of lower taxation it has increased the same, and instead of keeping the credit of the Province in good standing it has wrecked the same.

* * *

Mining interests however should not view the present situation with much anxiety, as it is a foregone conclusion that the population of Alberta are not all as crazy as the antics of this school teacher government might lead some to believe.

* * *

Alberta is one of the richest provinces in Canada. It is unfortunate that this fact cannot be realized by this Social Credit Government.

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Edmonton and the Alaska Highway

Whilst Edmonton and other Prairie cities do not seem to be very interested in the U.S., Canada, Alaska Highway project, British Columbia is, for recently a resolution was unanimously passed in the B.C. Legislature urging joint action by the Dominion Government and that of the United States towards an accord on the projected highway.

President Roosevelt has already expressed hearty approval and so has His Majesty's Government at Ottawa, but such has yet to be turned into action.

Private interests in the United States stand ready to finance the construction of this highway in return for certain commercial concessions, and in 1930 a joint commission of American and Canadian engineers, made a survey of the project and estimated costs.

At the present time, indications point to the fact that no other route has been considered but that through British Columbia, although, without a doubt, a route from the centre industrial area of the United States, north westerly across Saskatchewan and Alberta, thence via the Peace and Hay Rivers to the Mackenzie and from the Mackenzie by the most direct route to the Nahanni or Gravel Rivers and on to the Yukon, would be well worth enquiry. It can be built cheaper, is not subject to climate or other conditions, has easy mountain

passes, and for a greater part of the distance would pass through not only well settled and rich agricultural areas, but would also lend itself to the development of many huge mineral deposits known to exist along the route mentioned.

Edmonton must be greatly interested in this project, for if it should be fortunate enough to assume a place upon such a highway, it would mean millions of new business.

Is it feasible? It is without a question of doubt. Will it be built, it will; once again without a question of doubt. The question remains is the \$400,000,000 or more dollars which it will cost be spent in British Columbia wholly or a greater part in Alberta and the North West Territories?

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One of The Great Bear Lake Originals

Sixteen years ago, A. W. Boland, well known trapper, freighter and prospector arrived on the western shores of Great Bear Lake. He had accompanied a party of 15 of whom nine were white men



A. W. Boland, pioneer of mining on Great Bear Lake—trader, trapper, prospector and Mining President.

eager to see what the North had to offer in trapping and trading. Boland, in 1922, set up a trading post at Dease Bay and commenced to trade with the Eskimos. In 1924 he bought out the Lampson Hubbard trading post at that point and so secured a practical monopoly of the fur business at Great Bear. Eskimos and Indians occasionally brought in samples of copper and other ores from

the east end of Great Bear, so Boland became curious. In 1925, he forwarded samples of these ores to Ottawa and in that same year started a freighting service up the Bear River from Fort Norman and across Great Bear Lake.

In July, 1929, he transported the first mining supplies ever shipped in to Great Bear for the N.A.M.E. Company, handling the same on a motor boat called the "Star", the first boat to ply the waters of this great lake.

It was in 1929, also that Boland staked the first claims ever recorded on Great Bear Lake, these claims forming part of the Vega Group, and it was in connection with this staking that the first flight was made by Punch Dickins in the G-CASM to the now well known Great Bear Lake mining area, but owing to a mishap the flight was not completed at the time. Later Leigh Brintnell, now manager of Mackenzie Air Service, made the trip up from Winnipeg in the G-CASK, and completed the flight into Hunter Bay. Boland was appointed as the first emergency mining recorder at Great Bear and the first Justice of the Peace.

He staked the present site of the town

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at Cameron Bay and also claims which now form part of the El Bonanza holdings.

From 1929 to 1932 he handled all the freight in and brought the first radium ore out from Echo Bay with the "Star". In June, 1932, he sold out his trading posts and transportation business to the Hudson Bay Company.

In a short 16 years, Boland has

jumped from operating a trading post on Great Bear Lake to the position of president of mining companies with headquarters in Toronto.

His case is quoted as an example of what can be done by men who are willing to face the odds of the North and gamble on their hunches. Boland figured the North owed him a living. He got that and more.



THE FIRST PLANE TO CROSS GREAT BEAR LAKE

Left to Right: "Bill" Boland, Leigh Brintnell (then Gen. Mgr. Canadian Airways), Roy W. Moore, John L. McIver, Vice Pres. United Eastern Mines corporation (once hard rock driller of America). The picture was taken in the Sloan River (then unnamed). Photo by Bill Tait, air engineer.



Boland's original trading post at Dease Bay, abandoned in 1927 due to the Caribou changing their annual route of migration.

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Silver — The Government — and The Banks

When the Dominion Government announced some time ago that in order to assist the Silver mining industry of Canada it had decided to coin silver dollars, and implemented that promise by turning them out at the Royal Mint at the rate of 5,000 a day, mining men thought that here at last a demand would be created for Canadian Silver.

A halo of mystery has surrounded these silver dollars, for although they have been coined they do not appear to be in circulation and many comments have been made as to the reason why. Like other explanations, one most chiefly put forward was that there was no demand for them, hence they were not in circulation.

However, it takes accidents very often to discover or rather to uncover the reason why. So this story fully explains why Canadian Silver dollars are not in public hands, so creating a further demand for silver coinage.

"He was a confirmed town booster, catering to the travelling public. He got the idea that these bright shiny Canadian dollars would form good souvenirs to pass out to his American guests, and so he trots off to the bank and says, "Give me 75 silver dollars." They were handed out and he promptly put down 75 paper dollars. "These will cost you \$3.75 extra," says the bank teller. "How come" says mine host, as he gave his cigar a twist. "Oh we have to charge five cents freight on each dollar."

Being a good sport and eager to please the custodians of Canada's national coinage he plunks down another \$3.75, picks up the twelve pound sack of silver

dollars and goes back home. He was rather mystified that he should have to pay a premium on Canadian coinage in Canada, but put it down to the fact that it was another form of sales tax.

It worried him. For several nights he tried to figure out how a Canadian silver dollar containing 34c of real silver should be worth \$1.05. The only conclusion he arrived at was that, similar to the gentleman who, on questioning the charge made for a main-spring for his watch, was told, "Well, look at the freight on it."

He thought it would be a good idea to see whether the price of silver dollars was the same all round the money changers so next morning bright and early he hies himself to the bank just opposite the one he got his 5c silver dollars from.

"What's the price of Canadian Silver dollars today?" he asked. "Oh, 50c a \$100." was the prompt reply. He bought a hundred at \$100.50, scratching his head at the vagaries of St. James Street finance.

So now we know why Canadian Silver

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dollars do not circulate amongst the common folk. Why the Canadian Silver industry still remains in the same old pool of stagnation it has always occupied and Ottawa preens itself and says, "Look what we are doing for the silver mining industry," and the banker with a twisted smile says, "Yes, put 'em all out. We'll take them—5% is good interest on a dollar these days."

And the public? Well they cannot have silver dollars unless they pay the price. This is an example of Canada's political monetary reform. The consumer pays—the bankers profit, and the politicians say, "Look what good boys we are," as they draw another indemnity in the cause of progressive Government in Canada.

Consumers of Canadian silver coinage should watch out for the next move. If there is freight to pay on silver dollars, surely there is freight on silver 25c and 50c pieces, not to mention the humble nickel and dime.

Who says there is no money in money?

SOLID COPPER ON VICTORIA ISLAND

Mr. M. Bleuler, a well known prospector, was a recent visitor in Edmonton. Last winter, he states, he made a trip with dogs from the Coppermine to Prince Albert Sound on Victoria Island, lying north of Aklavik.

He states that there is a tremendous deposit of almost solid copper ore in the vicinity of Prince Albert Sound.

For many years, he adds, the Eskimos have used this deposit as their main supply for manufacturing copper utensils which are beaten out of the native copper, and bring it out to their camps in sleigh loads.

Travelling alone, Mr. Bleuler stated he was some six weeks on the trail. The route is particularly hazardous in some respects owing to part of it being over sea ice, which was constantly subject to movement.

He states he is returning to these deposits by aeroplane as soon as the season opens.

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Edmonton and Northern Mining Development

By Gerald O'Connor, K.C., Director Chamber of Mines, Edmonton.

We are all interested in the effect on Edmonton and the surrounding district of the development of mining in the north.

From 1900 on the West grew very rapidly. The settlement of the land and the building of the railroad and towns and cities made the growth extraordinarily rapid in the West. The wheat crop had grown from 50 million bushels to 350 million and Edmonton soon became the chief distributing point of a large, rich agricultural district.

With the settlement of the available land and the completion of the railroad the growth was slow and steady, but it became plain that, with only one family on every quarter-section depending on agriculture, Edmonton could not hope to be anything more than similarly situated cities in the United States, such as Kansas City.

The tremendous growth in the production of wheat made the entire West dependent on the export of wheat.

The desire of foreign countries to be independent in case of war caused them to close their markets to Canada. The depression followed and to the basic industry of Agriculture came a major catastrophe. While sound economics will eventually govern and the vineyards of Italy will not be used for wheat growing,

that day may be some distance away, so that every effort must be made to develop our domestic market.

The Honourable Mr. Crerar, in a series of very splendid radio addresses, pointed out some very striking facts which were—that, from East to West, only 15% of Canada can be used for agricultural purposes and, in the remaining 85% non-agricultural, lies Canada's metal-bearing Empire. That this is the Age of Metals—more metals have been used in the last 25 years than in all previous history.

The following figures give you some idea of the tremendous mining development that has taken place in Canada:

1901 — 25 million dollars
1932 — 112 million dollars
1935 — 222 million dollars

Canada now has three times as many Gold mines grinding ore as she had three years ago.

It is clear that only the fringe has been touched and there is no doubt but that Canada will become the greatest mining country in the world within the next ten years and that such development in its turn, will provide a domestic market for Agriculture.

It should be kept in mind that there can be no over-production of gold and that there is no seasonal production of

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metals, so that this development will gradually solve the unemployment situation. The Railway problem, which, next to unemployment, is Canada's greatest problem, will undoubtedly be solved by this development. You will realize this when I give you the figures of the amounts paid by the various mines for freight.

Keep in mind that the large mineral bearing area, known as the Canadian Shield, extends from a point 250 miles North-West of Quebec City to Great Bear Lake and on. This is a distance of 2400 miles and new mining camps are springing up at intervals across this area.

Mining has already yielded \$1,500,000,000.00 in metal wealth in Canada.

In 1934, the metal mining industry:

- (a) Employed 3400 workers.
- (b) Paid \$51,000,000.00 in wages.
- (c) Spent \$76,000,000.00 for supplies, freight, etc.
- (d) Purchased \$4,000,000.00 worth of lumber.

The amazing growth is best illustrated by the exports in 1935 of mineral and farm products:—

Primary mineral products \$210,000,000
Primary farm products \$256,000,000

It should be kept in mind that primary farm products reached a high point at one time of \$674,000,000.00.

If this growth continues, as it will undoubtedly do, one can well imagine the beneficial effects to Canada in its international trade and, when Agriculture again comes into its own, the tremendous prosperity which Canada will enjoy from these two sources.

It should always be born in mind the great benefit which all branches of industry reap from the development and operation of a mine.

The cost of the development is always very heavy and the purchase of mining equipment, which can be termed capital goods is important. The consumer goods industry has not been affected by the depression to anything like the extent that the capital goods industry has suffered. The development of a mine restores employment in the capital goods industry.

The operation of the mines not only produces a steady payroll, but, through the purchase of supplies, increases employment in all other industries. To illustrate this let me give you the following figures:

Flin Flon

1935—\$6,300,000.00—labour, freight, supplies, etc.

Consolidated

1926-1935:

Payroll—75 million dollars. Railway freight—39 million dollars. Supplies—116 million dollars.

Pickle Crow—Two years:

Payroll—267 thousand dollars. Supplies—934 thousand dollars. Total—\$1,200,000.00. Produced, May to December, 1935, \$878,000.00.

McIntyre—1935:

\$1,500,000.00, equipment and freight. 1140 men—average earnings were over \$5.25 per 8 hour shift.

Noranda

Cost 25 million dollars to bring it into production.

10 years — payroll — \$21,000,000.00.
1935 — freight — \$1,000,000.00; supplies—\$3,000,000.00.

These statistics show that the development of mining in Canada will eventually cure unemployment and solve the Railway problem because, while the fringe of mining has only been touched, these figures are astounding.

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Then, let us consider Winnipeg, which is indeed very similar to Edmonton. It is a distributing point for a large agricultural area and it has a minor industrial development. Its market, however, was limited to a sparsely settled farming population.

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In 1928, it became active as a mining centre. The development of Flin Flon, San Antonio, Central Manitoba and Diana mines has made it a payroll, supply and home centre, not only for the mines in Northern Manitoba but to those lying far east in Northern Ontario. The Winnipeg Chamber of Mines estimated that, in one year, \$12,000,000.00 was spent in Winnipeg and that, through the effort of the Chamber, by arranging for Pool Cars, co-operative purchases, etc., an additional \$5,000,000.00 was spent there. This makes a total of \$17,000,000.00.

Then let us consider Edmonton. Undoubtedly it holds the key position because of its rail connection with the water route which goes right to the Arctic. Freight obviously must move by the rail and water route.

Aviation must ship the gas to be used by freight. The water route is safe for aviation. Aeroplanes must fly with pontoons and over a land route there is danger. In addition, the water route is equipped with radio stations from which aviators can get signals and weather reports. The combined rail and water route gives Edmonton supremacy.

All we have to consider now, then, is the development of the mineeral area in the North.

Eldorado is producing radium and uranium products. The Company has expended over a million dollars in this mine and are now employing 85 men. They

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have paid out \$140,000 for transportation exclusive of their own aeroplanes, Eldorado Radium Express, which, by the way, is the largest and fastest single motor plane in Canada. It is operated for the Company by the McKenzie Air Service Limited of which Mr. Leigh Brintnell is the President. The Company has transported 126,000 pounds out and 90,000 pounds in by air and the return trip is 1720 miles.

The company uses 130,000 gallons fuel oil, 12,000 gallons gas which are supplied from the Impereial Oil Wells at Fort Norman. These wells are 700 and 800 feet deep and there will be tremendous development in that oil field as the mining development takes place. The Company has a payroll of \$15,000 per month and is purchasing groceries, meat and butter in Edmonton to the extent of \$30,000 per year.

Their radium plant at Port Hope is using 200 tons coal per month and in four years has become the largest user of chemicals in Ontario.

In the production of radium the company has given the British Empire one of the elements she lacked in her calen-

dar of minerals. The Company's opposition in business is from the Radium Belge, a Corporation controlled by the government of Belgium and whose deposits are in the Belgian Congo.

It is sufficient to point out that since the entry of Eldorado into production the price of radium has dropped from \$60,000 to \$40,000 per gramme. The benefit that this must bring to suffering humanity alone justifies the existence of the Company. His Majesty the King last year presented medals to two great Canadians, Banting for his discovery of insulin and Labine for the work he has done in connection with radium production. When you remember that five years ago there were only a few white trappers at Great Bear Lake, Labine's accomplishment is almost incredible.

Then we have at Great Bear Lake the Bear Exploration and Radium Limited. It is situated at Contact Lake, south of Great Bear, has a shaft, plant, 25 ton mill, crew of 24 men, and the development must have already cost from \$75,000 to \$100,000.

There is also the Consolidated Mining and Smelters with a shaft, plant, crew of

MINING AT ATHABASCA

(GOLDFIELDS)

The Company has recently acquired other valuable holdings in the Goldfield area. These properties are situated adjoining the Murmac and Athona properties and within a short distance of the Consolidated major operation.

Watch for Further Announcements

Edmonton - Athabasca Gold Syndicate

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30 men and a great possibility of silver. They must have spent close to \$100,000.

Then coming south to Great Slave Lake we have Outpost Island, N. A. Timmins Company, reported to have amazing assays. They are drilling and sinking a shaft which is believed to be down 100 feet. There is also the Yellow Knife, Dominion Explorers and Col. MacAlpine Syndicate. Great things are expected in that district.

At Lake Athabasca there are:

1. **Consolidated**—Great deal of prospecting. Finished diamond drilling. Sunk two shafts. Run underground tunnel. Result of ore indication—will install 100 ton mill. Very large body—low grade ore.

Keeping in mind the knowledge that this Company has in mining, one must be greatly impressed by the statement of J. J. Warren, Esquire, the President of the Company, that this is "one of the best prospects for major development they have."

2. **Athona Mines Ltd.**—The property of this Company adjoins the property of the Consolidated Mining and Smelters. They are reported to have 70 feet of low grade ore body with high grade stringers in it. The testing of the field by this company was very well done. They have a shaft, tunnels and a mill and have undoubtedly proved the field and ore body. They deserve great credit not only for the work they have done but also for the fact that mainly through their efforts the Consolidated Company have entered the field.

A number of other Canadian Companies have filed claims, such as the Mining Corporation of Canada, Manitoba Basin and Ventures Limited.

Keeping in mind the large and experienced companies that are interested in the field, the development already completed and the huge extent of the field, there can be no question or doubt as to the result.

Edmonton is already beginning to feel the beneficial results. Eastern reports state that 25,000 tons of heavy mining equipment and supplies are going forward this year into this field from Edmonton. In the last year, Edmonton sold and shipped north goods to the value of over \$2,000,000. Add to this figure the transportation charges of over \$700,000, which to a large extent come back to

Edmonton through the payrolls which are eventually spent mainly in Edmonton you get some idea of the benefits which are already accruing to Edmonton.

Then Edmonton is rapidly becoming an aviation centre and in addition will undoubtedly be on the route of the Imperial Airways.

Alberta already has a major coal mining industry and huge oil deposits and the benefit to these from the mining development will be very large indeed.

Edmonton will, like Toronto and Winnipeg, become the payroll, supply and home centre of a tremendous mining field. Since this in turn will aid the industries we now have and will develop many industries in turn, it will provide a steadily increasing market for the farm products of the surrounding district. The additional population and the growth of industry in Edmonton will solve the civic problems that now confront us.

Edmonton must be prepared to take advantage of its opportunity just as Seattle did at the time of the Yukon gold rush.

In Conclusion

Edmonton is the centre of one of the richest agriculture districts in the world and holds one of the key positions to an area in which the greatest mining development that has ever been seen is now taking place. Edmonton will shortly become a thriving and prosperous city whose future hold tremendous possibilities.

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Opportunity for Exploration of Oil and Other Minerals in the Northwest Territories Mackenzie River District

The chief fact that must be borne in mind in connection with exploration for oil and minerals in the North is that at present the country is in its infancy as regards mining and other development, yet covers such huge expanse of known mineralized formations and definite oil structures as to emphasize the fact that the development of its opportunities cannot fail to be profitable to those who will venture.

It may be claimed that any operations in this territory must, at the present time, be of a purely speculative nature. This is admitted to a certain extent, but is fully counteracted by the fact that from a speculative point of view, no district in Canada presents greater opportunity for the investment of speculative finds in many ways. Particularly this applies to mining, lumbering, and oils.

It is suggested that one of the premier chances of remunerative speculation occurs in oil development for the simple reason that with an assured mining development, power, either water, oil or steam is imperative.

The whole of the territory referred to is of a flat nature, there is very little definite river drainage, although it is a sea of lakes, small and large, but such present very little defined water powers. Hence the question of using water power for mining purposes in many locations goes by the board as be-

ing neither feasible from a power point of view, but also, and more important, considering climatic conditions, from a water storage point of view.

Coal deposits are very few and far between, the only present known coal deposit of a workable nature occurring at Fort Norman on the Lower Mackenzie, which, whilst applicable to a minor extent to Great Bear Lake mining areas, owing to up river transportation cannot be used economically on Great Slave Lake, where from all indication the major mining development of the North will occur.

Therefore with coal and water power requisites eliminated to a certain extent the sole remaining source of power would be oil. This taken in conjunction with the ever growing use of Diesel power for mine operation, presents the

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ideal field for speculative development.

At the present time there is only one source of oil supply in the N.W. Territories, namely the Imperial Oil well at Fort Norman on the Mackenzie River, where a small refinery has been installed and is operating. Its production is disposed of almost entirely to the Eldorado Gold Mines at Great Bear Lake, the Consolidated Mining and Smelting Co., the Bear Exploration and Development Company's holdings and a few other small operations at this point. Since 1931, when Great Bear Lake mines started operating, approximately 25000 tons crude oil has been required and supplied, but it is estimated that a much larger supply will be required from now on, owing to the installation of Diesel powered machinery. For the other products of the refinery, namely gasolines, lubricants, etc., there is a ready market for the same amongst the boats on the river and also those operated by Eskimos and other traders on the Western Arctic.

The price of crude oil at the Norman well is 22c a gallon for crude, 85c a gallon for gasoline and \$2.25 a gallon for lubricating oils with the freight rate on the same from the well to the Great Bear Lake Mines being \$80 a ton.

None of this oil, at present, goes upstream to Great Slave Lake. There are three undeveloped oil structures on the

Mackenzie River south of the Norman well, one being close to Great Slave Lake where one or more mines of large possibilities are already in course of development. This development being on Outpost Island by the Timmins Corporation. Yellowknife, where several of the larger mining companies of eastern Canada are interested and also Dawson or Pine Point where the Consolidated have a major mining prospect tied up. These are all away from water power, as mentioned above, although there are several rivers where summer power development is possible, but as the open season is short, this means possible power use only for four or five months in the year, hence, the question of the use of water power is becoming secondary to the use of Diesel Power at these projects. Of course it perhaps would be possible to construct large reservoirs but such would be costly and western experience has proved that even with such storage it is extremely difficult to assure a steady daily supply of power owing to climate conditions. It is therefore apparent that there is a potential large market for oil supply or Diesel fuel oil. At the present time with the Fort Norman wells shut off from this market owing to onerous up stream transportation conditions, the whole supply is shipped from McMurray, where after being brought down the

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upper river courses to Fort Fitzgerald it has to be transported by truck or other means across the 16 mile Smith-Fitzgerald Portage and then re-shipped for the 200 mile journey on the lower river to Great Slave Lake.

The present price for crude oil at McMurray is 17c a gallon, cost of freighting it to Great Slave Lake is 25c a gallon, making the landed cost at Fort Resolution on Great Slave Lake 42c per gallon. On top of this there would be the extra freighting cost from Fort Resolution on other lake points to where mining is in progress. Therefore it can be easily understood that any oil development within 100 miles of Great Slave Lk has an assured non-competitive market.

The oil structures referred to are all shallow drilling proposals and it is estimated that 2500 ft. is the maximum depth it will be necessary to drill for oil, and that after drilling a certain production is a granted surety. The formation is uniform, with possible drilling sites easy of location and drilling cost would be small.

It is openly predicted that there will be at least three fairly large producing mines on Great Slave Lake in the near future, and with the added operation and the increase in transportation facilities which must naturally ensue it is not hard to visualize the excellent opportunities which present themselves in this

particular phase of the mine supply industry and for other avenues of development, such as the acquiring of options, etc., on mining properties adjacent to the lake.

Many maps and much data concerning this new mining district can be obtained from the Department of Mines at Ottawa, and such after study will prove conclusively that the possibilities as mentioned herein are based on sound and logical reasoning.

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The townsite survey is to be undertaken this year according to the Hon. W. F. Kerr, Saskatchewan Minister of Natural Resources.

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